

China Mail

Established February, 1845.



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號八十一年五月八百八千一英

HONGKONG, WEDNESDAY, NOVEMBER 18, 1885.

日二十月十年酉乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 39, Corhill. GORDON & GOTCH, Ludgate Circus, E.O. BATES HERDE & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMEDEE PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HEINSSEN & Co., Manila.

CHINA.—MACE, F. A. DE CRUZ, Sasebo, Quinch & Co., Amoy, WILSON NICHOLS & Co., Foochow, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent. per annum.

4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank, if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, May 7, 1885. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$7,500,000
RESERVE FUND..... \$4,500,000
RESERVE FOR EQUALIZATION OF DIVIDENDS..... \$ 500,000
RESERVE LEADERSHIP OF PRO-FRIEDRICKS..... \$7,500,000

COUNCIL OF DIRECTORS.

Chairman—Hon. F. D. SASSOON,
Deputy Chairman—A. M. WOOD, Esq.
C. D. BOTTOMLEY, Esq.
H. HOPKINS, Esq.
H. L. DALYMPLE, Esq.
H. W. KIRKWOOD, Esq.
W. H. FORBES, Esq.
Other Manager—THOMAS JACKSON, Esq.
Shanghai—EWEN CAMERON, Esq.
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months—3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, August 24, 1885. 1440

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL..... \$2,000,000
PAID-UP..... \$ 500,000

REGISTERED OFFICE,
40, THREADNEEDLE STREET, LONDON.

BRANCHES:

In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, July 4, 1885. 1128

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or

Papers will be thankfully received

at the Sailor's Home, West Point.

Hongkong, July 25, 1885.

Notice of Firm.

NOTICE.

THE BUSINESS of BROWN, JONES & Co. (Under-takers of Queen's Road East), hitherto carried on by E. L. STAINFIELD, was taken over and is on the 1st NOVEMBER, and will continue to be conducted by me, under the same Firm name. A PROFESSIONAL and COMMISSION AGENCY has also opened, to be conducted under the Name of STRINGER & CO.

H. L. STRINGER.

Hongkong, November 6, 1885. 1937

Intimations.

CITY HALL.

NOTICE.

THE Annual General MEETING of SHAREHOLDERS and SUBSCRIBERS to the above INSTITUTION will be held in the LIBRARY, at Noon, on SATURDAY NEXT, the 21st day of November instant.

Dated 17th November, 1885.

W. H. R. MOSSOP,
Acting Secretary.

2001

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

A N EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company is hereby called on WEDNESDAY, the 25th Instant, at the HONGKONG HOTEL, at 3 o'clock p.m., to decide as to whether the LAUNDRY be CLOSED or OPENED.

(Signed) R. C. HULLIEY,
Secretary.

Hongkong, November 11, 1885. 1960

HONGKONG RACES, 1886.

WEDNESDAY, THURSDAY, AND

FRIDAY,

24th, 25th, and 26th February, 1886.

THE HONGKONG DERBY.

THE HONGKONG DERBY, a SWEEP-STAKES of \$500 each, half forfeit, if declined on or before the date of Closing Entries, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies & half Griffins at date of Entry (SATURDAY, 23rd January, 1886). First Pony, 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent. Weight 10st. 10lbs. One-mile-and-a-half. NOMINATIONS CLOSE on SATURDAY, 19th December, 1885, addressed to the CLERK of the COURSE, at the Hongkong Club.

By Order,

H. J. H. TRIPP,
Clerk of the Course.

Hongkong, November 13, 1885. 1976

NOTICE.

ON behalf of the Chinese Passengers who came from Singapore in the P. & O. Co.'s steamship 'Triton', which arrived yesterday, I beg to publicly thank Captain W. D. Murray, the Commander, and Mr. R. R. Peacock, the Chief Officer, for the kindness and assistance they rendered us in connection with the Deaths of WONG AH YU, one of the Passengers, who died at sea on the 14th Instant, and of WONG AH MOY, the Daughter of WONG AH YU, who died on the 9th Instant, and in bringing their Bodies to Hongkong.

CHAN CHEE TING.

Hongkong, November 16, 1885. 1991

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PEAK CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BUOYS,
CORK JACKETS,
&c., &c., &c.

Hongkong, May 1, 1882. 256

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1884.

SHAREHOLDERS are hereby requested

S to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in order that the PROPORTION of PROFIT for that year to be paid as BONUS to Contributors may be arranged. Returns not sent in before the 9th NOVEMBER next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, October 1, 1885. 1714

NOTICE.

FOR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR CASH, at No. 8, PEAK STREET, at the same price as the RETAILER; or RETAIL Orders will be delivered at addresses in Hongkong on application for forwarding their Monthly Requirements in writing, direct to the REFINERY at East Point.

JADEINE, MATHESON & Co., General Agents.

Hongkong, July 27, 1888. 1223

DENTISTRY.

FIRST-CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist.

(FORMERLY APPRENTICE AND LATENT ASSISTANT TO DR. ROGERS.)

At the urgent request of his European

and American patients and friends,

he TAKES THE OFFICE formerly oc-

cupied by Dr. ROGERS.

NO. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address—

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, July 4, 1885. 1128

THE Bank receives Money on Deposit,

buys and sells Bills of Exchange,

issues Letters of Credit, forwards Bills for

Collection, and transacts Banking and

Agency Business generally on terms to be

had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
Manager,

Hongkong Branch.

Hongkong, July 4, 1885. 1128

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or

Papers will be thankfully received

at the Sailor's Home, West Point.

Hongkong, July 25, 1885.

THE Bank receives Money on Deposit,

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issues Letters of Credit, forwards Bills for

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CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
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Hongkong, July 4, 1885. 1128

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at the Sailor's Home, West Point.

Hongkong, July 25, 188

Intimations.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
ARE NOW LANDING

DEVOES NONPARÉL KEROSINE
OIL.

HITCHCOOK MECHANICAL
'NO CHIMNEY'
LAMP.

STUDENT'S LAMP.

FAIRBANK'S SCALES.

MACKENZIE & MACKENZIE'S
BISCUITS.

NEW SEASONS TEA,
in 5 or 10 Catty Boxes.

YELLOW GOSHWEW BUTTER,
in 5 or 10 lbs Tins.

Condensed MILK.
CALIFORNIA PRODUCTS.

COOKING STOVES.

AGATE IRON WARE.

Milner's FIRE PROOF SAFES.

Do. CASH AND PAPER

BOXES.

ALLEN & GINTER'S
TOBACCO AND CIGARETTES.

BEER AND PORTER

in
Hopsheads.

THE USUAL ASSORTMENT
of

OILMAN'S STORES,
AND

WINES,

at the lowest possible prices

FOR CASH.

MacEWEN, FRICKEL & Co.
Hongkong, September 2, 1885. 15/2

TO LET.

A T No. 55, QUEEN'S ROAD EAST:
4 ROOMS on suite \$40 per month.
3 " " 25 "
1 SINGLE ROOM 10 "
Unfurnished, with Cooking, Servants and Bath accommodation.

Apply to

MacEWEN, FRICKEL & Co.,

Victoria Exchange.

Hongkong, November 9, 1885. 19/2

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.

Policies issued for long or short periods of
current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 49/6

THE STRAITS INSURANCE COM-
PANY, LIMITED.

THE Undersigned having been appointed
Agents for the above Company are
prepared to GRANT POLICIES ON MARINE
RISKS to all parts of the World, at current
rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 85/5

LANCASHIRE INSUR-
ANCE COMPANY.

(FIRE AND LIFE)

CAPITAL.—TWO MILLIONS STELLING.

THE Undersigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms and
Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNHOLD, KARBERG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 10/0

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Godowns at 1
per cent net premium per annum.

NORTON & Co., Agents

Hongkong, May 19, 1881. 93/3

To-day's Advertisements.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, SYDNEY AND
MELBOURNE, VIA FOOCHOW.

The Steamship

Wampoa, Capt. Williams, will be
despatched as above on

FRIDAY, the 26th instant, at Daylight.

This Vessel has unusually good Cabin
Accommodation, situated amidships, upon
the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 18, 1885. 2005

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.

The Company's Steamer

Tuichow, Capt. J. Newton, will be
despatched for the above

Ports on SUNDAY, the 22nd instant, at
Daylight.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, November 18, 1885. 2002

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamer

Zaiping, Captain Taito, will be
despatched for the above

Ports on MONDAY, the 23rd instant, at
5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, November 18, 1885. 2003

ESTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE, VIA SINGAPORE
AND JAVA PORTS.

(Calling at PORT DARWIN & QUEENS-
LAND PORTS, and taking through
Cargo to NEW ZEALAND, NEW
CALEDONIA, TASMANIA and
FIJI.)

The Steamship

Tannadice, Captain Darke, will be
despatched for the above

Ports on WEDNESDAY, the 2nd Decem-
ber, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, November 18, 1885. 2004

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owner will be Responsible for any
Debt contracted by the Officer or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

B. H. STEENKIN, German brig, Captain
Chr. Meyer—Melters & Co.

DAINTMOUTH, British barque, Capt. Boni
Flinton—Melters & Co.

ISLAND REEF, American ship, Capt. E. C.
Colley—Order.

NAVALIA, British barque, Captain John
Dodd—Russell & Co.

TAICHOW, British steamer, Captain J.
Newton—Fat Hong.

TRINITY, American ship, Capt. C. H. Allyn.

TOBACCO, British barque, Captain Robert
Crosbie—Gillman & Co.

VENTURA, Spanish barque, Capt. Ursandi
—Remedios & Co.

SHIPPING.

ARRIVALS.

November 18, 1885.

Lid, British steamer, from Whampoa.

Kut Sung, British steamer, 1,495, W. O.
M. Young, Shanghai via Swatow, November
14, General—Jardine, Matheson & Co.

Vortigen, British steamer, 873, J.
Brown, Bangkok November 10, General—
Arnhold, Karberg & Co.

Bambur, British man-of-war, 825, Hon.
Foley C. P. Verster, Amoy Nov. 16.

Ningpo, British steamer, 761, W. Potts,
Shanghai Nov. 16, General—Siemens &
Co.

Bua Pan, Siamese ship, 745, W. Saxtorph,
Bangkok November 4, General—Onder.

DEPARTURES.

November 18—

Melbourne, for Shanghai.

Tanais, for Yokohama.

Sharpshooter, for Hambul Bay.

Anton, for Hoitow and Pashoi.

Compton, for Wuhi.

Lingstone, for Whampoa.

Marcia, for Shanghai.

Kennet, for Singapore.

Olympia, for Singapore and New York.

F. H. Drews, for Sandakan.

Per Gerda, for Haiphong.

Per Gerda, for Haiphong.

Per Gerda, for China.

CLEARED.

Per Gerda, for Shanghai.

Strathaird, for Kuchingnot.

Harter, for Saigon.

Elo, for Haiphong.

Gerda, for Haiphong.

China, for Saigon.

TRANSIENTS.

Arrived.

Per Kut Sung, from Shanghai, &c., 100

Chinese.

Per Vortigen, from Bangkok, 10 Chinese.

Per Elo, from Shanghai, 21 Chinese.

Per Gerda, for Saigon, 10 Chinese.

DEPARTED.

Per Melbourne, for Shanghai: from Hong-
kong, Mr. A. Almo, Almo & Sours, & Co., P.
M. Quigley, G. S. Compton, Mr. J. H.
Louis, G. P. Compton, and 2 Chinese.

From Masseliff, Messrs. Mignot, Roach,
Perry, Miss Held, Falb, Riva, Roa, Do
Gerassamy, Boutiny, Patisier, Pointe,
Leroy, Gouraud, Guérard, Brial, Soulié,
Thébaud, Généreux, Mortet, and Gérot.

Mr. and Mrs. F. C. de Bonilla, (Spanish
Consul), and Mr. Foucault; from Paul Said,
Mr. Guindal, Don Sattana, Don Enrico
Siski, and Don Domingo Callera; from
Santiago, Mr. and Mrs. Meyer.

SHIPPING REPORTS.

The British steamer Kut Sung reports:

Had light N.E. winds and fine weather.

Steamers in Swatow: Mengkuay, Thales and
Strait of Gibraltar.

The British steamer Nitrope reports:

Had light N.E. monsoon and fine weather
throughout.

in the matter. Whether such a course is authorised by the existing ordinance, may be an open question, but at all events the eyes and light hair was killed during an attack the French made on the Chinese in Formosa. The foreigner referred to was employed by the Chinese government as a commander. At the termination of the Franco-Chinese difficulties this blue-eyed foreigner landed in Shanghai and has been here ever since. A few days back he was again engaged by the Chinese as Chief gunnery instructor at Woosung, which post he now holds. The individual in Mr. Purse, who has been for years in the Chinese service. When the attack was made, the French, it is supposed, to scare other Europeans from joining the Chinese, circulated the report that Mr. Purse was killed.

Since writing the above, the Legislative Council have sat, and have passed a new Ordinance for the dealing with contagious diseases amongst cattle, empowering the Government to slaughter infected cattle when considered necessary and to compensate the owners in certain cases.

Our Bangkok correspondent, writing on the 5th November, gives a somewhat fuller account of an accident in the Bangkok river, which was reported in our issue of the 11th instant. He says:—A melancholy accident happened here last Sunday night, by which Mr. John Hunter, second engineer of S. S. Mongkut, lost his life. It appears deceased was in the act of leaving the S. S. Taichow, where he had been visiting, about 8 o'clock, to proceed to his own vessel lying quite near, in company with the third engineer, (Mr. Lindsey), and in stepping into a boat, from the gangway ladder missed his footing in the dark, and, overbalancing himself, fell into the river, where a very strong current was running at the time. The accident was witnessed by several, and boats were immediately lowered and every endeavour made with the aid of lamps to find him, but although the river was searched for hours afterwards, no trace of him could be found. He was never heard to utter a cry or seem to rise to the surface. He was a powerful man, of about 28 years of age, and a good swimmer, but it is thought in the fall his head must have come in contact with the gangway ladder thereby rendering him unconscious for the time, and the under currents carried him down.

The agent of the steamer offered a reward to natives for the recovery of his body, and yesterday one of them reported having found it down the river below Paklet, about ten miles from where the accident happened. A party of friends immediately proceeded to the spot in one of the Dock Co.'s steam launches to identify the body and have it removed. They took the body with them conveying it to the cemetery, where it was confined and buried this morning in the presence of a large number of friends. The Rev. Dr. Macdonald conducted the burial service and gave an impressive address. Deceased, a native of Dundee, was much respected by his shipmates and all he associated with both in Bangkok and Hongkong, and they all mourn his loss and sympathize with his bereaved parents at home.

SAYS the Shanghai Courier of the 4th instant:—Many of our readers will regret to hear that news was received this morning of the death of Mr. Joseph Thorne, formerly a partner in the firm of Thorne Brothers & Co. of Shanghai, and elder brother of Mr. Cornelius Thorne.

No less than nine engineers left Shanghai for Yokohama in the last Japan mail steamer. The majority of them were noted characters who could not obtain work in Shanghai and are going to try their luck in Japan. A few years ago engineers were unemployable in Shanghai at any price.—*Shanghai Courier*.

AN American telegram, published in our columns a few nights ago, stated it was reported that the Duke of Newcastle had joined the Roman Catholic Church; but 'Atlas,' in the last received issue of the *World*, contradicts this by definitely asserting that the Duke of Newcastle has intimated to Viscount Halifax his desire to join the English Church Union, a very different thing from joining the Roman Catholic Church.

The Englishman publishes a complete list of foreigners resident in Mandalay on 8th instant, altogether upwards of eighty persons, of whom seven are English and American, eight Eurasians, seven Greeks, twenty Armenians, thirteen Indians, and including Priests; some twenty five French. It is believed here that the Foreigners will not be interfered with and that Theebaw will surrender when the expedition is on the frontier, but not till then.

This unhappy Czar, whether at home or abroad, with friends or strangers, seems always to be haunted by the fear of assassination. *Atlas*, in the *World*, records the precautions taken for his safety at Copenhagen, where, surrounded by relatives and friends, one would have imagined his life was free from danger. However, a rumour is in circulation in St. Petersburg to the effect that an attempt will shortly be made in Copenhagen on the life of the Czar. This rumour, too, I am informed, caused much alarm in the Russian capital. The King of Denmark has taken the most elaborate and strict precautions, in order to protect the life of his guest. Professor Blackie may be an estimable man and a very learned sage, but, as far as we are able to judge from his words addressed to 'The Right Honble. Joseph Chamberlain, M.P.' he is a poor politician. He is a poor politician, and a worse poet. 'I have now at last a Man'—with a capital M—is not the style that most men—small m's—would care to address the new Joseph of Birnham. Nor should a poet think much of rhyming 't'is knawle' with 'seawable libertes' Scotchmen may not take with the English language. Whigs and Tories, according to the worthy professor, have been kept up a baffle and a din of words, while he has waited until God should send a champion like Merton to clear the sea. Whether recent trouble in Egypt suggested to the sagacious a coalition between Joseph and Merton, we cannot say; but at any rate Mr. Chamberlain is accepted as God's champion by Professor Blackie, who then proceeds to compare his idol with a charioteer that savours of bravado, to Jord's red lightning which proclaims against the sulphurous flames of Hell. 'God falter not,' he concludes, 'like man' (with little m's), and when his proverbs, their sure word means a 'blow.' Professor Blackie's political and religious faith might apparently be summed up—'God and Jove are great; and Joseph Chamberlain is their prophet.' On one point all impartial observers will, however, agree with him. Every political word of Mr. Chamberlain is a blight to the cause of Whig and Tory is ridiculous, for all that he has done of late has been to raise a new clamour between Whig and Radical—Pioneer.

The Shanghai Courier of the 14th inst.—The *Mendota* which arrived here yesterday, is another specimen of the way vessels are over laden now-a-days. Her deck is piled up with planks above the bulwarks, and it would be a difficult task to stand on the planks during calm weather, for they are very irregularly placed one on the other, and the least lurch of the vessel might upset a man in the water. What would it be in rough weather? The mate of the *Mendota*, himself acknowledged that a strong wind of 100 miles would wash the planks away and perhaps the houses with them. We might bring to our readers' collection the *Earl of Elgin* case. Her decks were piled up with timber in the same way as the *Mendota*; she was bound from Burman's Inlet to Shanghai, and was caught in a typhoon south of the Saddles and came into port with her seams open and a complete wreck, totally water-logged, the cause of her seams opening being the pressure of the heavy weight she carried on deck. Had her cargo consisted of anything but wood the *Earl of Elgin*, or what was left of her, would never have reached port.

It would be a good thing (says the *Shanghai Courier* of the 14th instant) if the paragraph which appeared in a recent number of the *China Post* was taken some notice of. We happened to see the China Navigation Company's steamer *Heilow*, Captain Giles, leave port this afternoon. Her dock was completely covered from abait the forward anchor to the saloon which is right aft with raw cotton. Between the saloon and the bulwarks a quantity of oil was stowed, covered with cotton, in fact there was no room to ro in board the ship. From the Captain's quarters aft of the wheelhouse up to the saloon the cotton was piled up to a height of from 10 to 20 feet. She was very dead and should no one come to the passage, and in a rather remarkable way too. At Aden, I believe, this man put his head out through a port-hole to have a look at the strange scenery, and on being called by some of his fellows, did not answer, and it was found then that he was dead, having been killed by a bullet.

There are orders issued to all the agents we are ordered should we show the slightest objection there are dozens to fill our place: cargo is always piled upon us against our wish, but what can we say when the agents or owners load the ship themselves?

Should a vessel come to grief loaded in the way the *Heilow* was this morning, the Captain's certificate would in all probability be suspended for a time, if not for good, for leaving port with the cargo in his vessel improperly stowed.

There is an incident of the first Burman War:—The armistice agreed to by Sir Archibald Campbell was to expire on the 13th January 1846, and on the 17th four Burmese officers appeared in the English camp offering to pay down at once the first instalment, and promising the release of the prisoners at Ava, but asking for an extension of the armistice. Four officers were sent to Melwun to confer with the Viceroy, who pleaded sickness as a reason for not meeting the English Commissioner-in-chief. He was informed of the ultimatum of the British Commander, on which he referred to the King's brother-in-law, who was in the neighbourhood, and returning in about a quarter of an hour refused to agree. Nevertheless, next day he applied for an extension of the armistice for seven or eight days, alleging that he had as yet received no orders from Ava. This was known to the British and a further suspension of hostilities was refused. On the 19th the position at Melwun was assaulted and captured, and the original treaty was found in the *Wongneichung* tent never having been signed up. It was agreed by Sir Archibald to the Viceroy, who in courteous acknowledgment it reminded the English General that with the Treaty he had also left off a list of ruses for the restoration of which he should feel obliged!

Vida B. B. Gazette, Vol. I, p. 343.

THE MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon (the 18th inst.). These present were:—H. E. the Governor (President), Hon. Sir G. Phillippe (Chief Justice), Hon. F. Stewart (Acting Colonial Secretary), Hon. E. L. O'Malley (Attorney General), Hon. A. Lister (Colonial Treasurer), Hon. M. Price (Surveyor General), Hon. P. Ryrie, Hon. T. Jackson, Hon. F. D. Sagoon, and Hon. Wong Shing. Absent: Hon. W. H. Marsh (Colonial Secretary), and Hon. W. Keswick.

MINUTES.

The minutes of last meeting were read and confirmed.

REPORT ON THE TATAM WATER WORKS.

The Acting Colonial Secretary laid on the table a report by the Surveyor General on the Tatam Water Works.

THE SPIRITS ORDINANCE.

His Excellency then said:—Honourable Gentlemen, before proceeding to the Order of the Day I wish to make a statement as to the course which it has been decided to pursue with the Spirit Ordinance. The Council is aware that the Ordinance has already been read a first time, and been published for general information in the Government Gazette, and the exact facts of the case will be seen from the minute I now hold in my hand—

As I stated in the speech with which I opened this Session, the additional revenue to be raised by this measure was intended to cover the interest and sinking fund of the Loan proposed for certain extraordinary public works, chiefly of Water Supply, Sanitation, and Defence. As the Council already knows, it is not intended to borrow during the year 1886 more than \$400,000, the charge for which sum would be about \$20,000.

Now I have much pleasure in announcing that a new arrangement has been made by which the Opium Farm will realize next year an increase, over the current year, of \$24,000.—(Hon. P. Ryrie—Hear, hear)—which will more than cover the first year's charge for interest and leave a considerable surplus. Under these altered circumstances it has been decided not to proceed further with the Spirit Ordinance before the beginning of 1886, when the accounts for the current year will have been laid on the table, and the Council will be in a position to judge more accurately than is possible at present the financial position of the Colony. As many of you know, it is confidently hoped that the progressive development of our commerce, now recently from the depression caused by the recent hostilities in this part of the world, will of itself lead to a growing extension of the public revenue. The Council will therefore understand that it is not proposed to proceed with the Spirit Ordinance before January next.

Hon. T. Jackson—Your Excellency, I am sure the statement you have just now made will give very general satisfaction. For my part I am a very firm believer in the property of the Colony. I am convinced that the ordinary revenue which we receive will meet all costs if the Executive keeps a firm hand on the great spending departments of this Colony. I allude to the Surveyor General's Department and the Police. It seems to me that the expenditure has gone on increasing year by year, and that by and by it will come to this that the Colony will not be able to meet the expenses of the Police Department, like the old story of the well-drilled dog, instead of the dog wagging the tail the tail will wag the dog. I am very glad on other grounds that this ordinance has not been reported to, notwithstanding the experiences of Singapore and Gibraltar. I cannot see that it will interfere seriously with the

freedom of this port. The freedom of this port is our best birthright, and we should jealously watch over it and guard it, and refuse to throw it away for any means of portage. No matter when this bill comes before us, I am perfectly sure that what it does come up it will be vigorous and strict, and the best common-sense of the Colony will be decided against it. Of course it is a very easy thing to say that it will bring a lump sum of \$20,000 or \$70,000 more than is obtained by the present licensees, but I say, Sir, that that would be no reason for interfering in any way with the freedom of this port.

Hon. P. Ryrie was understood to say that this ordinance would entail no end of trouble. There would be smuggling on all hands, spirits would be produced on the sly, and that would require an increase in the Police or excise officers, or whatever they might be called; chiefly, and probably a very large increase in the gao accommodation. He thought that the bill could possibly be avoided, it ought to be. He, like his friend on the right, believed in the prosperity of the Colony. I understand that at the present moment there were very few empty houses in the Colony, indeed, all to doubt the inhabitants would go on increasing, and that would probably bring about a great increase in the price of houses.

Hon. F. D. Sagoon said he agreed with the remarks of his friend. It was quite unnecessary to have a Spirit Farm bill forwarded for the present, and he was very glad to see that His Excellency had taken a look through a port-hole to have a look at the strange scenery, and on being called by some of his fellows, did not answer, and it was found then that he was dead, having been killed by a bullet.

The Colonial Treasurer said he hoped that in the meantime before the bill came on the roads by the artillery soldiers. The *Nishin* carried besides 625 male convicts for Saghalin. One died during the passage, and in a rather remarkable way too. At Aden, I believe, this man put his head out through a port-hole to have a look at the strange scenery, and on being called by some of his fellows, did not answer, and it was found then that he was dead, having been killed by a bullet.

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THE CHINA MAIL.

No. 8961.—NOVEMBER 18, 1885.

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, MARSEILLE,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLE,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
ANGONA, Captain R. G. MURRAY, with
Her Majesty's Mails, will be despatched
from this for LONDON, and BOMBAY
and SUEZ CANAL, on TUESDAY, the
24th November, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.

Skills and Valuables for Europe will be
transhipped at Colombo; and the General
Cargo for London will be conveyed
and Bombay without transhipment, arriving
one week later by the ordinary direct
route via Colombo.

Further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hong Kong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bags-
gage can do so on application at the Com-
pany's Office.

N.B.—This Steamer takes Cargo and Pass-
engers for MARSEILLE.

A. McIVER, Superintendent.

Hongkong, November 11, 1885. 1961

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
BY THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIC, will be
despatched for San Francisco, via
Yokohama, on THURSDAY, the 20th
November, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and name will be received
at the Company's Office, until 5 p.m. on the
day previous to sailing.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Offices,
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50a, Queen's Road Central,
C. D. HARMAN,
Acting Agent.

Hongkong, November 14, 1885. 1964

U. S. MAIL LINE.—
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be des-
patched for San Francisco, via Yokohama,
on WEDNESDAY, the 9th December, at
8 p.m., taking Passengers and Freight for
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
ports, to San Francisco, to Atlantic and
Inland Ports of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Third Class Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

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ERNEST J. EITEL, PH.D., TUBING,
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REVISED, WITH ADDITIONS.

Price, \$1.50.
LANE, CRAWFORD & CO.
Hongkong, August 20, 1884. 1968

Hongkong Rates of Postage.

In the following Statements and Tables
the Rates are given in cents, and are for
Letters per half ounce, for Books and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double, triple, &c., as the
case may be, but such papers or packages of
papers may be sent at full rate. Two
Newspapers must be folded together as
one, or must be sent in a separate envelope
except for first Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Prices Cur-
rent may be paid either as Newspapers or
Books.

Commercial Papers signify such papers as
those, which are written by Hand, do not bear
the character of an act or personal corre-
spondence, such as invoices, deeds, copied
music, &c. The charge on them is the same
as for books, but, whatever the weight of
a packet containing any partially written
paper, it will not be charged less than 5
cents.

The sender of a Registered Article for a
Union Country may accompany it with a
Return Receipt on paying an extra fee of
5 cents.

The limit of weight for Books and Com-
mercial Papers at Foreign Post Offices is
4 lbs. Patterns for such offices are
10 lbs.

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STEAMERS.

General Local Rates for Hongkong,
Macao, China, Japan, Siam direct (d),
Cochin-China, Tonkin, and the Philip-
pines:—

Letters per 1 oz., 5 cents (e).

Post Cards, each, 1 cent.

Books, Parcels and Patterns, per 2 oz.,
2 cents.

Newspapers and Prices Current, each, 2
cents.

Registration, 10 cents.

(d) Via Singapore, 10 cents.

(e) Between Hongkong, Canton, and Macao
1 cent.

Local Delivery.

All correspondence posted before 5
p.m. on any week day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mail.

Invitations, &c. can generally be
delivered within Victoria at the private
house of the addressee rather than at
places of business, if a wish to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

Boxholders who desire to send Circula-
r, Dividends, Warrants, Invitations, Cards,
&c., of the same weight, to addresses in
Hongkong, Bangkok, or the Ports of
China, may deliver them to the Post
Office un stamped, the postage being then
charged to the sender's account. Each
batch must consist of at least ten.

Boxholders may also send Patterns to
the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be first
exhibited or stated to the Postmaster
General, as he may consider necessary, and
approved by him. Printed Circular may
be inserted in such Pattern Packets.

The Post Office declines all responsibility
for Registered Letters containing Bank
Notes, Coin, or Jewellery and, where Re-
gistration has been neglected, WILL MAKE
NO ENQUIRIES into alleged losses of such
letters.

Parcel Post to the United Kingdom.

Parcels not exceeding 7 lbs in weight
are received in Hongkong and at British
Post Offices in China, for transmission to
the United Kingdom by P. & O. Packet
& Giroline. No charge is made with the
Overland Mail via Brindisi. Parcels there-
fore arrive in London about eight days earlier
than the Mail. Parcels may be sealed, but
any parcel, even though sealed, is liable to
be opened for examination.

Parcels must be posted in Hongkong
before 3 p.m. on the day before the depur-
ature of the Mail. Those arriving from the
Coast, &c., after this hour are kept for the
following P. & O. Mail.

The Postage is 25 cents per lb, which
includes the Registration fee, and must be
paid in stamp. No further charge is made
in the United Kingdom except for Customs
Duties. No parcel must be more than 3 feet 6
inches in length, or 6 feet in greatest length
and girth combined. A receipt is given for
each Parcel.

The sender must fill up a form of Customs
Declaration, which can be obtained at
each Post Office. No parcel can be accepted
unless this is completely and accurately
filled. The only articles ordinarily sent
from China, which are liable to duty are
Tea, Tobacco, and Gold and Silver plate.

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within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
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Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible
for the safe delivery of Registered corres-
pondence, but it is prepared to make good the
contents of such correspondence lost while
passing through the Post, to the extent of
\$10. In certain cases, provided:—

1. That the letter or card covered all the
conditions of Registration required.

2. That the letter was securely enclosed
in a reasonably strong envelope.

3. That application was made to the
Postmaster General of Hongkong immedi-
ately the loss was discovered, the envelope
being invariably forwarded with such applica-
tion unless it also is lost.

4. That the Postmaster General is satisfied
that the loss occurred whilst the corre-
spondence was in the custody of the British
Postal administration in China, that it was
not caused by any fault on the part of the
sender, by destruction or shipwreck, nor
by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for more
damage to fragile articles such as portraits,
water-colors, handsomely bound books, &c.,
which reach their destination, although in
a broken deteriorated condition.

Misled or Delayed Correspondence.

When correspondence has been mislaid
or delayed (both of which are liable to
happen occasionally) all that the addressee
need do is to return the cover, *Sent to*
Return to, or *Retained at* 7 p.m., or at the
earliest opportunity, without delay, without
writing whatever to the Postmaster
General. This should be acted on the first
case of complaint occurs; it is a
mistake to let such matters pass for fear of
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